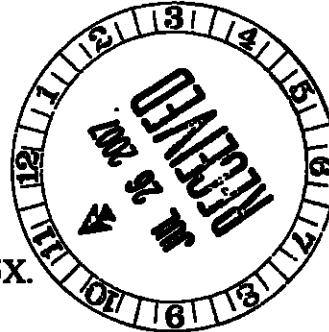


FROM: James Riffin  
1941 Greenspring Drive  
Timonium, MD 21093  
July 25, 2007  
(443) 414-6210

TO: Vernon Williams, Secretary  
Surface Transportation Board  
395 E Street, S.W.  
Washington, D.C. 20423



RE: STB Finance Docket Nos. AB 32 / 53X and AB 355 / 5X.

Dear Secretary Williams:

I am faxing herewith to the Board the following documents, to be filed in Finance Docket Numbers: AB 32 / 53X and AB 355 / 5X.

Comments of James Riffin

Notice of Intent to File an Offer of Financial Assistance

Petition to Toll Date an Offer of Financial Assistance Must Be Filed By.

219855

219856

219857

I am sending via overnight delivery the original and ten copies of the above three documents.

Respectfully submitted,

  
James Riffin

ENTERED  
Office of Proceedings

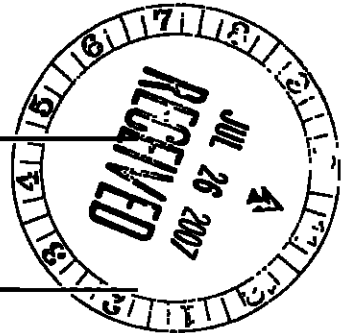
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Public Record

**BEFORE THE  
SURFACE TRANSPORTATION BOARD**

219857

**STB DOCKET NO. AB-32 (Sub- No. 53X)  
STB DOCKET NO. AB 355 (Sub- No. 5X)**



**BOSTON & MAINE CORPORATION  
SPRINGFIELD TERMINAL RAILWAY COMPANY  
ABANDONMENT AND DISCONTINUANCE OF SERVICE EXEMPTION  
GEORGETOWN BRANCH, ESSEX COUNTY, MASSACHUSETTS**

**NOTICE OF INTENT TO FILE AN OFFER OF FINANCIAL ASSISTANCE**

1. James Riffin ("Riffin"), a Class III carrier, pursuant to the applicable regulations of the Surface Transportation Board ("STB" or "Board") herewith files his formal Notice of Intent to File an Offer of Financial Assistance, to purchase from the Boston & Maine Corporation ("BMC") that portion of a line of railroad between Mileposts 4.66 and 6.13, in Essex County, Massachusetts, ("Line"), which line of railroad is the subject of the above entitled proceeding.

2. Riffin is a financially responsible person. Riffin has, or within a reasonable time will have, the financial resources to fulfill all of his proposed contractual obligations.

3. Pursuant to 49 U.S.C. § 10904 and 49 CFR 1152.27 (a), Riffin requests BMC provide Riffin and the Board with the information specified in 49 CFR 1152.27 (a), and the following additional information:

A. BMC's most recent reports on the physical condition of that part of the Line involved in the proposed abandonment;

B. Traffic, revenue, and other data necessary to determine the amount of annual financial assistance which would be required to continue rail transportation over the Line, including, but not limited to:

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a. A copy of any agreements BMC, or any of its affiliates or subsidiaries, is a party to, which pertain in any way to the Line, including but not limited to, any Freight Operating Rights, Freight Operating Easement(s) and any related Operating Agreements or Leases, and any agreements BMC has, or contemplates having, involving the State of Massachusetts, any other Massachusetts State or Local agency or entity, hereinafter "State of Massachusetts," or any other individual or legal entity.

b. A copy of all papers, documents or agreements BMC has received, has in its possession, or has knowledge of, which pertain in any way to any agreements any present, former or potential shipper, have made which pertain in any way to the use of, or non-use of, the Line, including but not limited to any agreement(s) any shipper on the Line has made with the State of Massachusetts.

C. Any other information which relates to BMC's present or prior use of the Line, including but not limited to:

a. The number of times the Line was used in the past five years, and the number of rail cars delivered to and / or the number of rail cars received from, each shipper on the line, for each time the Line was used;

b. The number of times the Line was unavailable for BMC's use in the past five years, and the reason(s) why the Line was unavailable;

c. The date the Line was taken out-of-service, if the Line was taken out of service;

d. The speed limits on the Line, and any other restrictions which pertain to the use of the Line, by Milepost;

e. Which switches on the Line BMC train crews may operate, and which switches on the Line are exclusively controlled by a centralized traffic control system. Which switches the train crew must wait at while a remote switch operator throws the switch, and the average amount of time the train crew had to wait for the switch to be thrown.

f. A summary of all disagreements, misunderstandings, or points of contention between BMC and the State of Massachusetts or any other party or entity, concerning BMC's use of the Line during the past five years;

g. An indication of where Riffin would interchange rail traffic with BMC;

h. A copy of a proposed interchange agreement;

D. A copy of all valuation maps for the Line, and if not depicted on the Valuation Map(s), a listing of all deed references showing BMC's legal interests in the Line.

Respectfully submitted,



James Riffin

**CERTIFICATE OF SERVICE**

I hereby certify that on this 25<sup>th</sup> day of July, 2007, a copy of the foregoing Notice of Intent to File an Offer of Financial Assistance, was served by first class mail, postage prepaid, upon Michael Q. Geary, Staff Attorney, Boston & Maine Corporation (Pan Am Railways), Law Department, Iron Horse Park, North Billerica, MA 01862.



James Riffin